

1  
FIG.

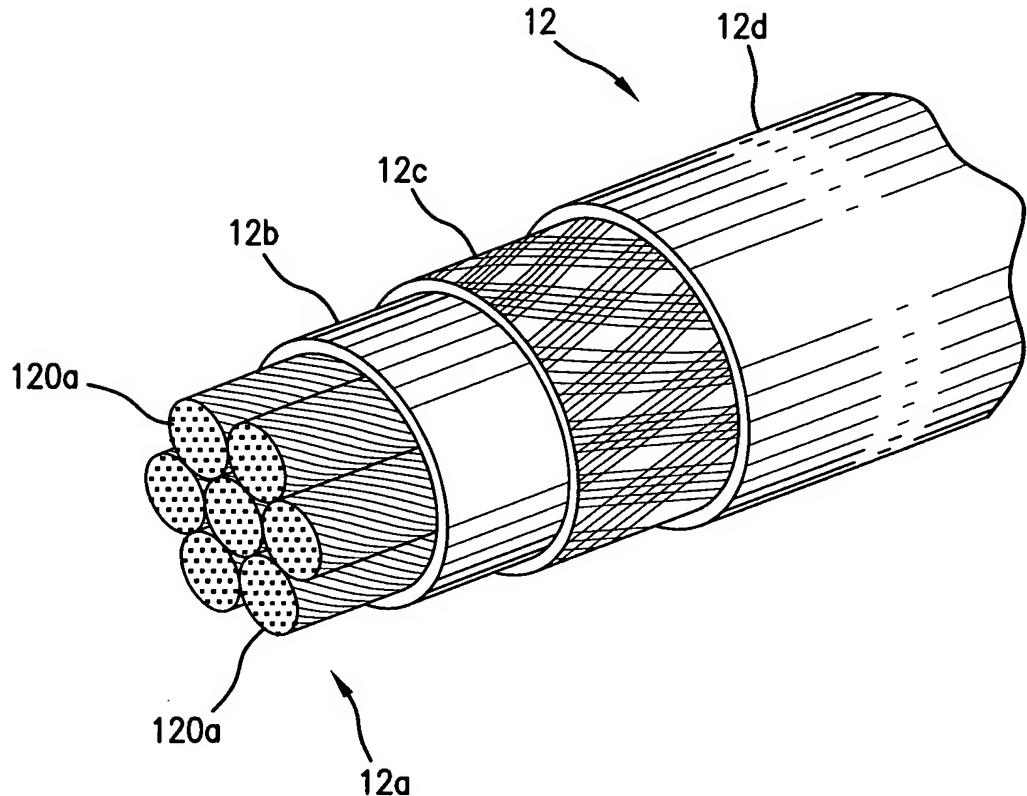


FIG.2

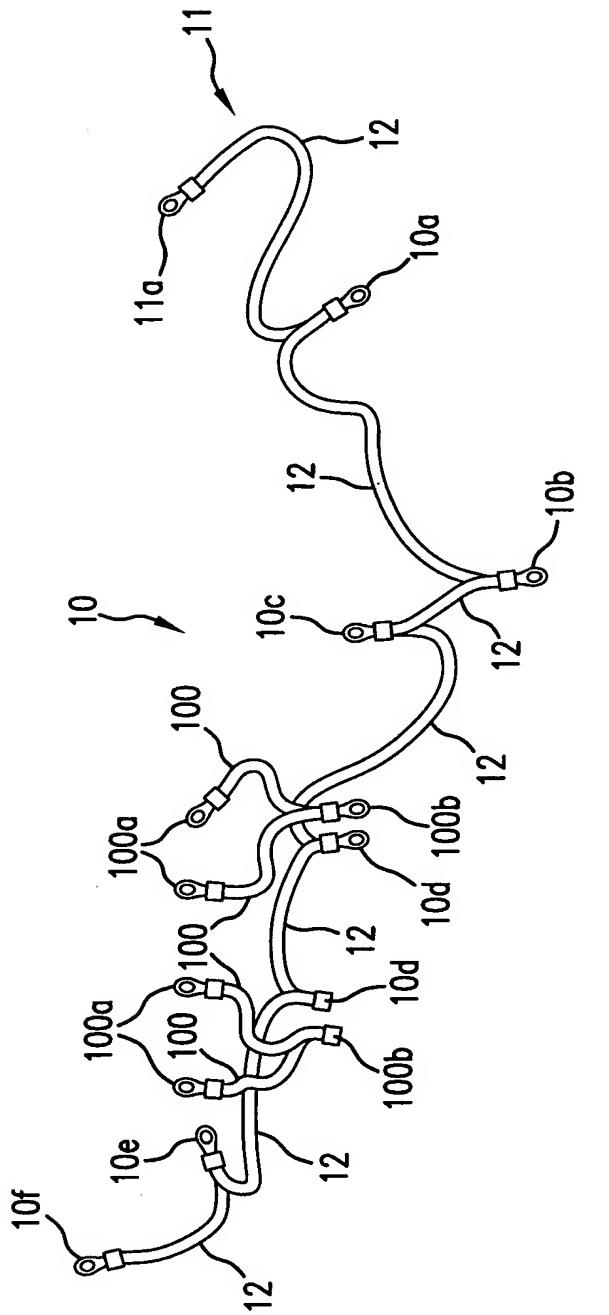
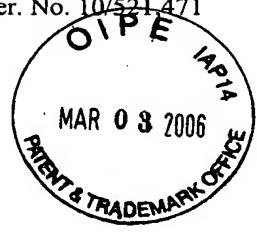


FIG. 3

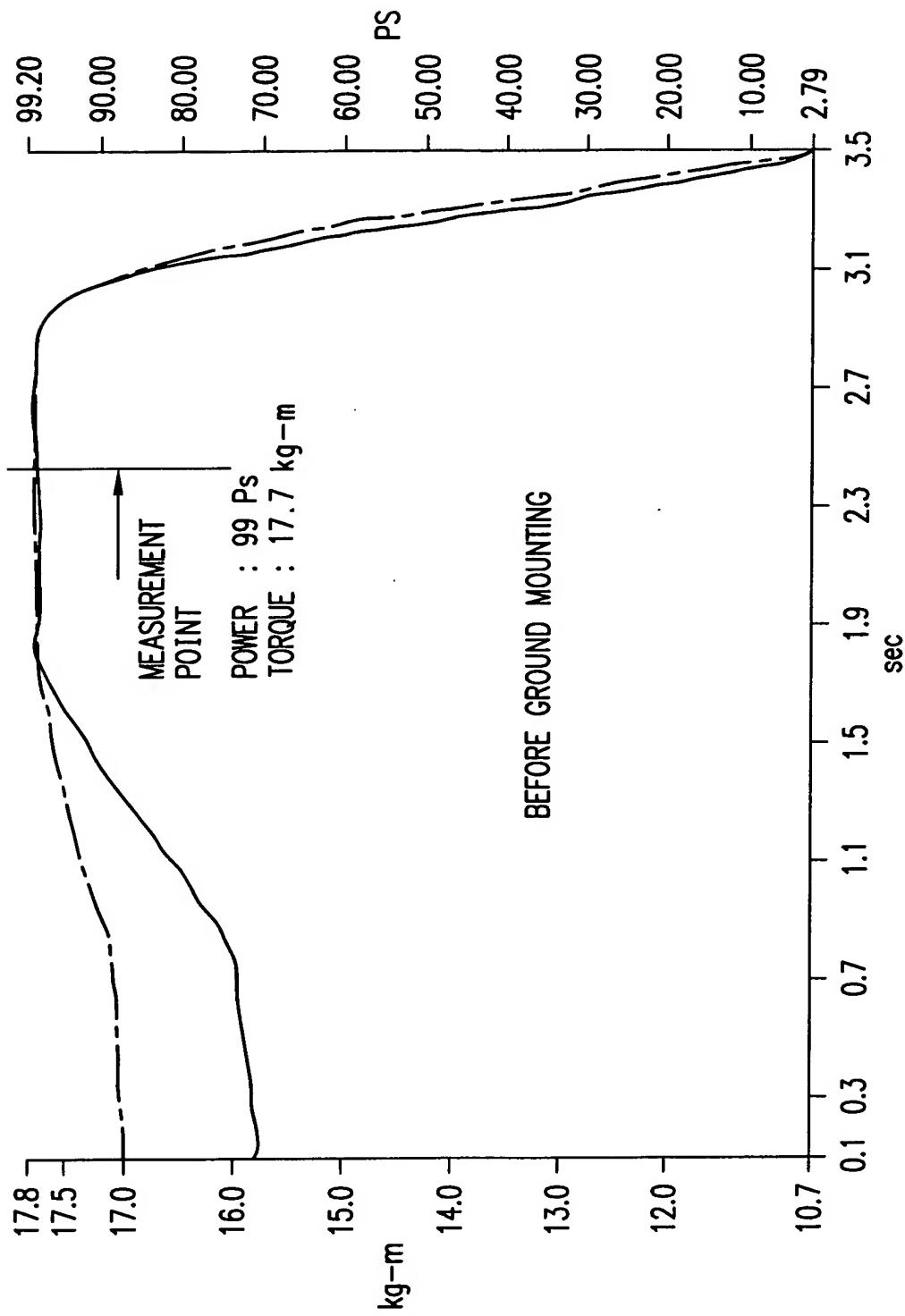


FIG.4

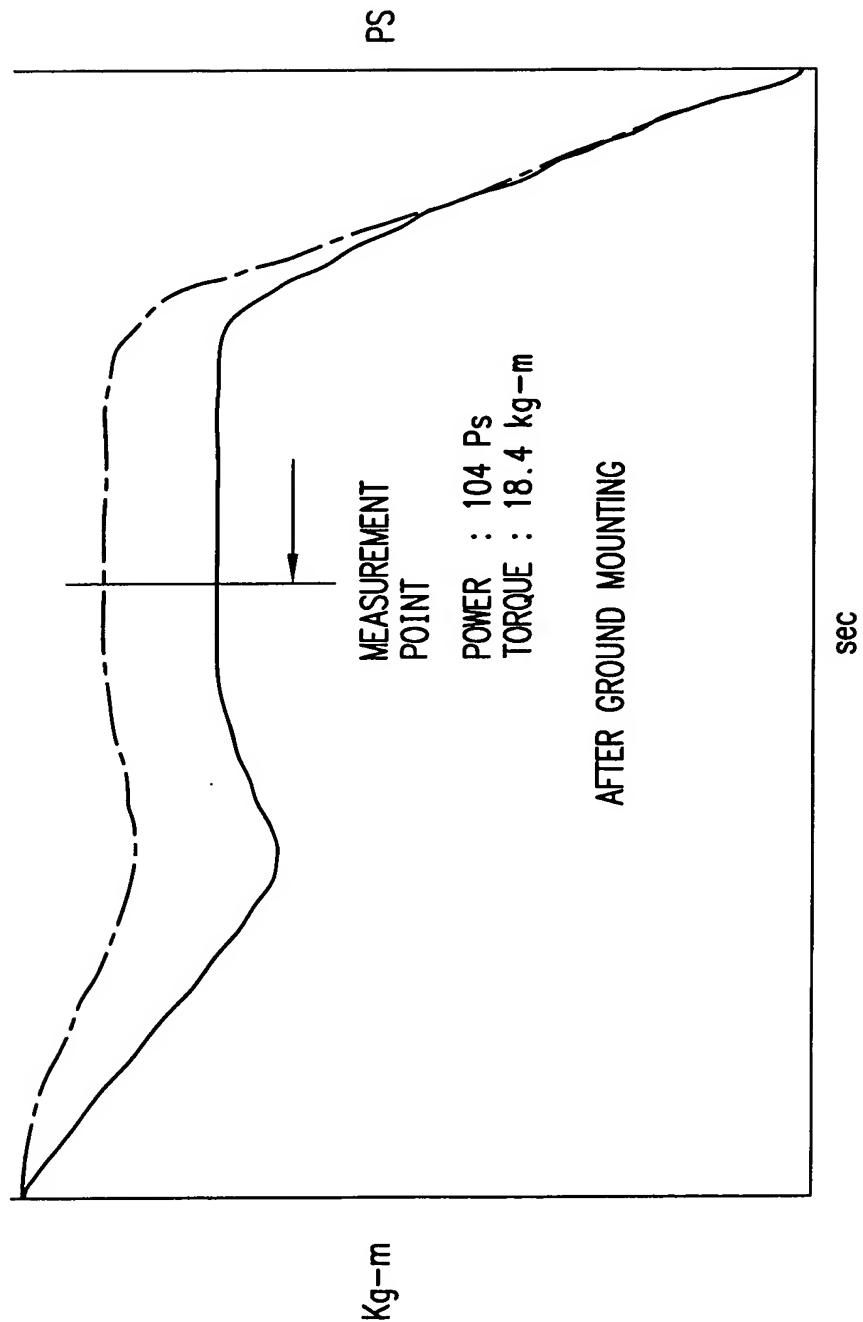


FIG. 5

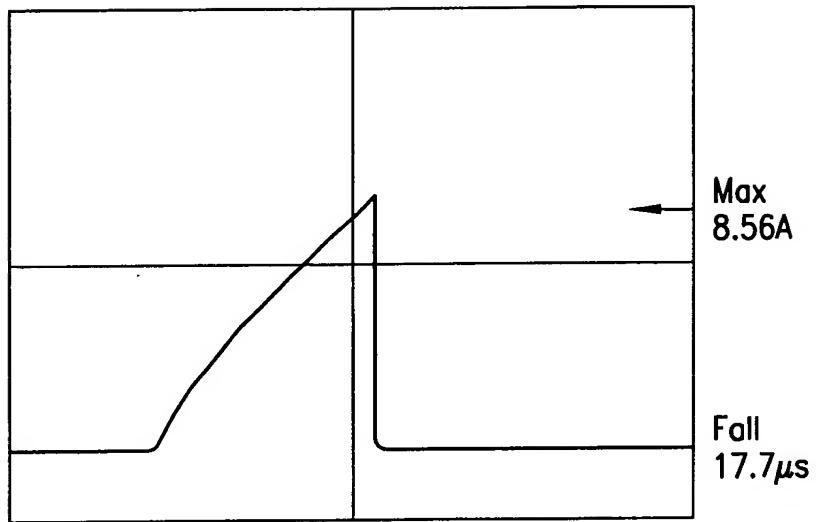


FIG.6

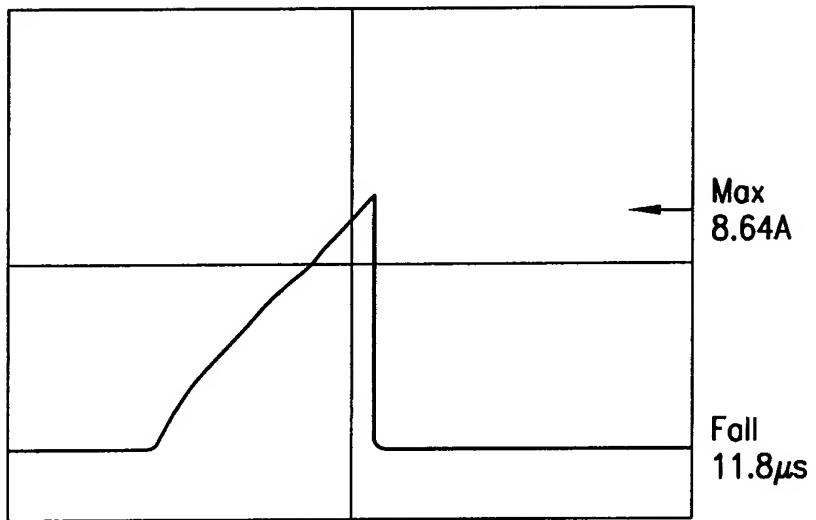


FIG. 7



## LUMINOSITY MEASUREMENT RESULTS

(h c d)

	VEHICLE A (AIR CONDITIONER IS OFF)	VEHICLE A (AIR CONDITIONER IS ON)	VEHICLE B (AIR CONDITIONER IS OFF)
BEFORE GROUND MOUNTING	59800	53400	52600
AFTER GROUND MOUNTING	61800	59000	53900

FIG.8A

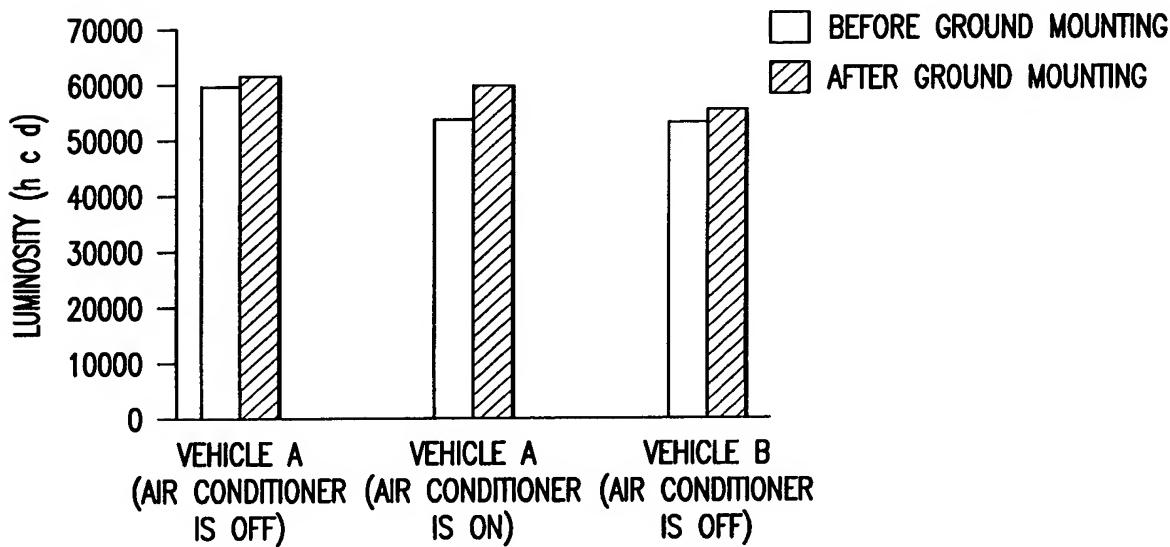


FIG.8B

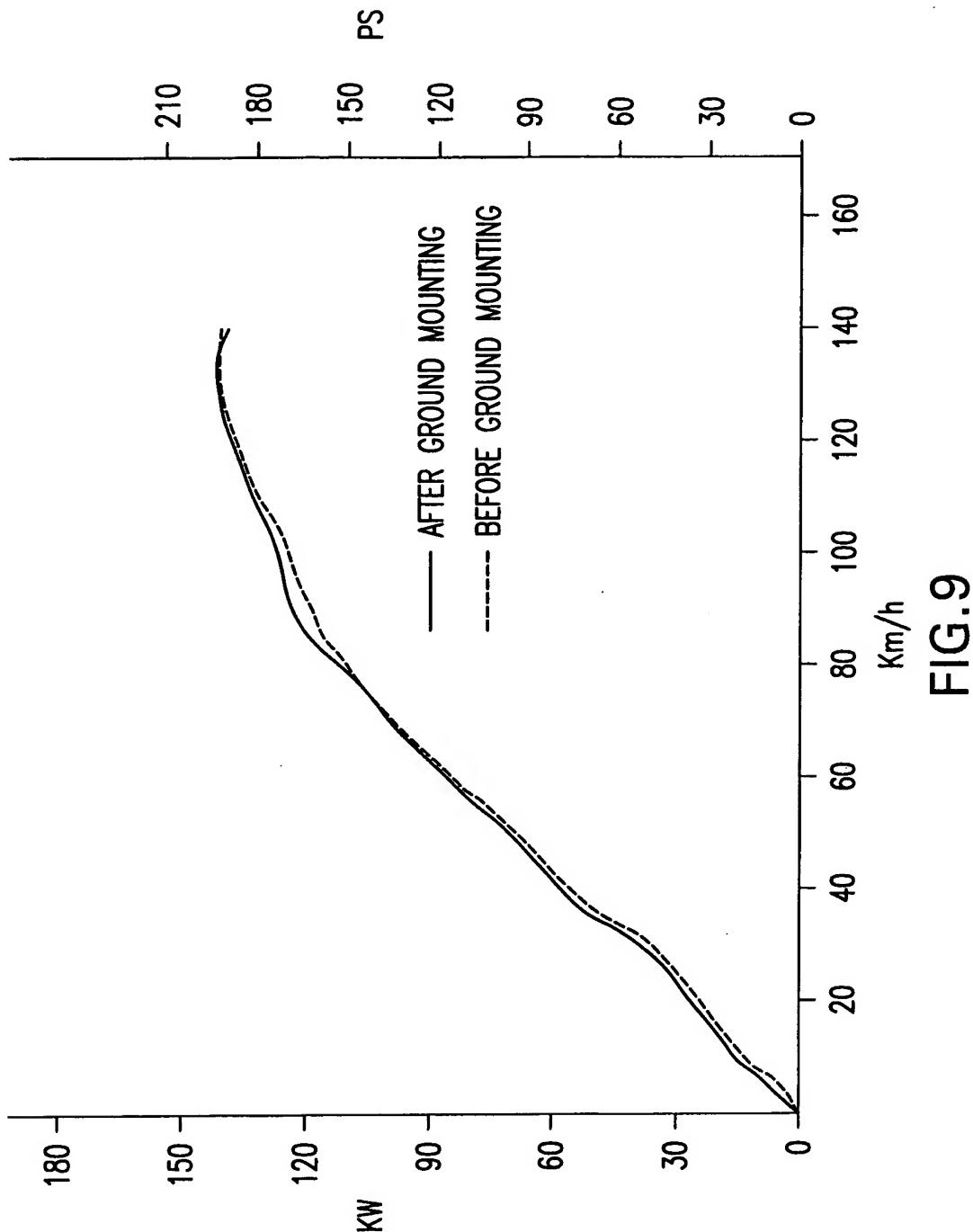
OUTPUT MEASUREMENT RESULTS  
FOR VEHICLE A

FIG.9

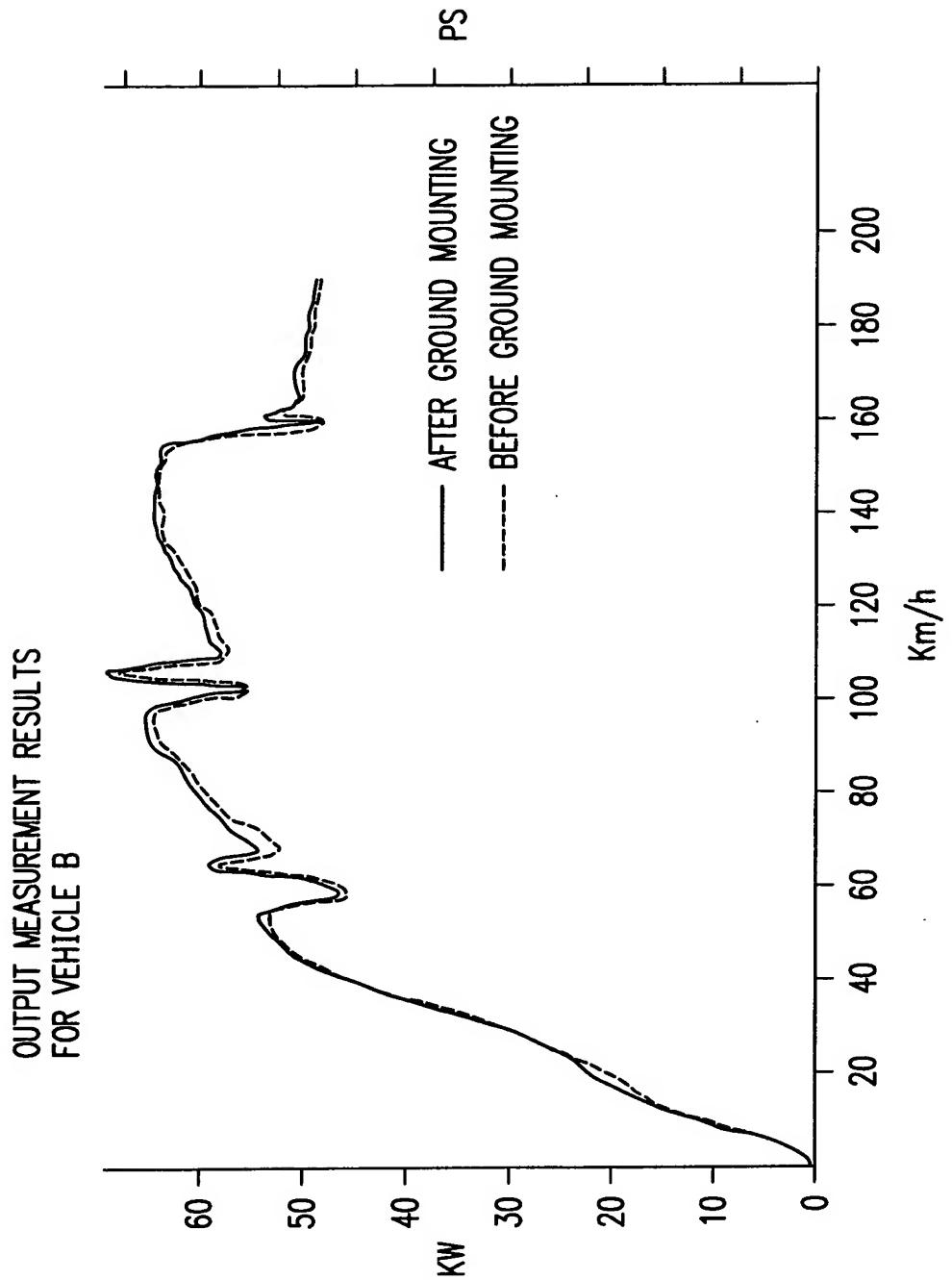


FIG. 10

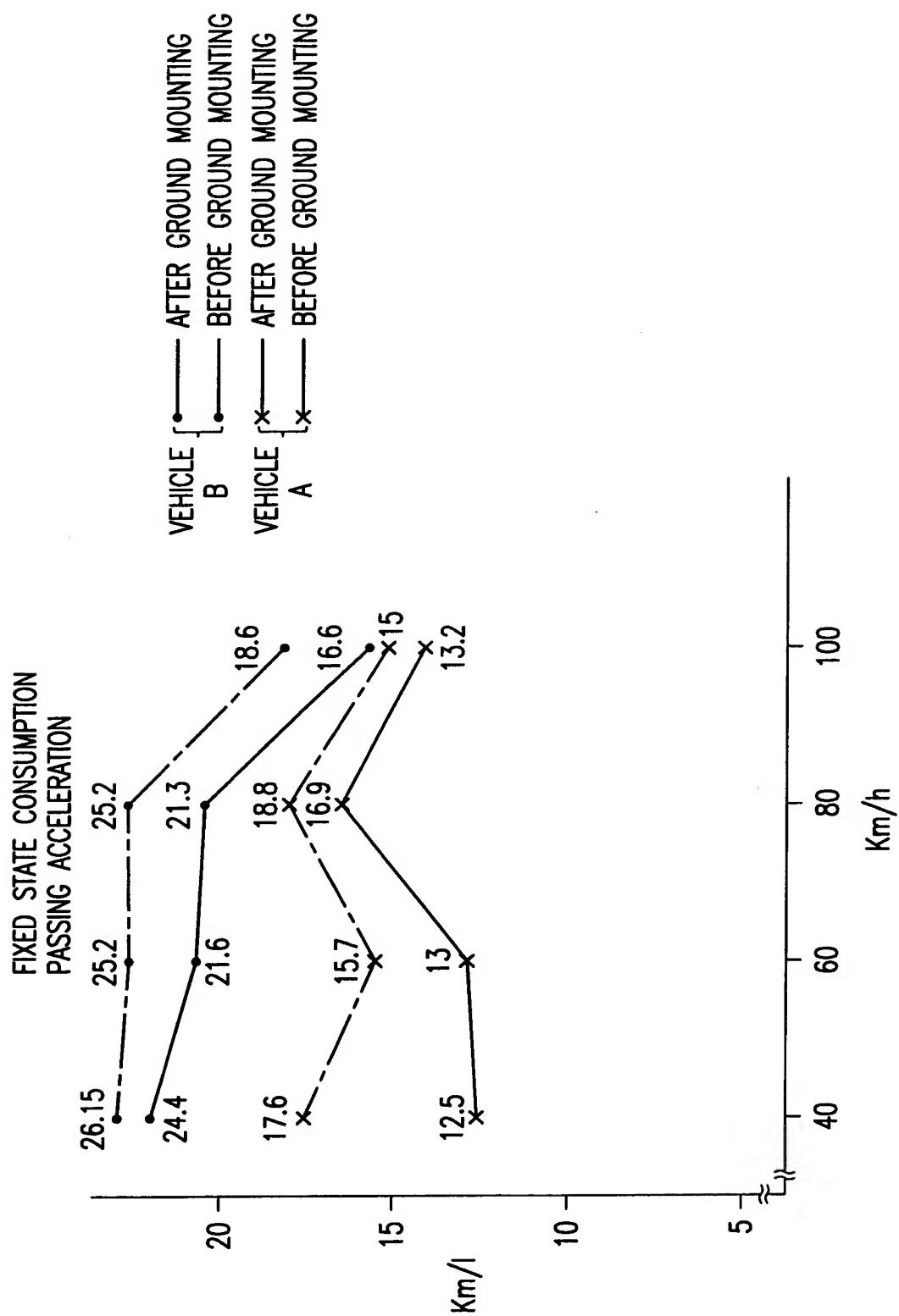


FIG. 11

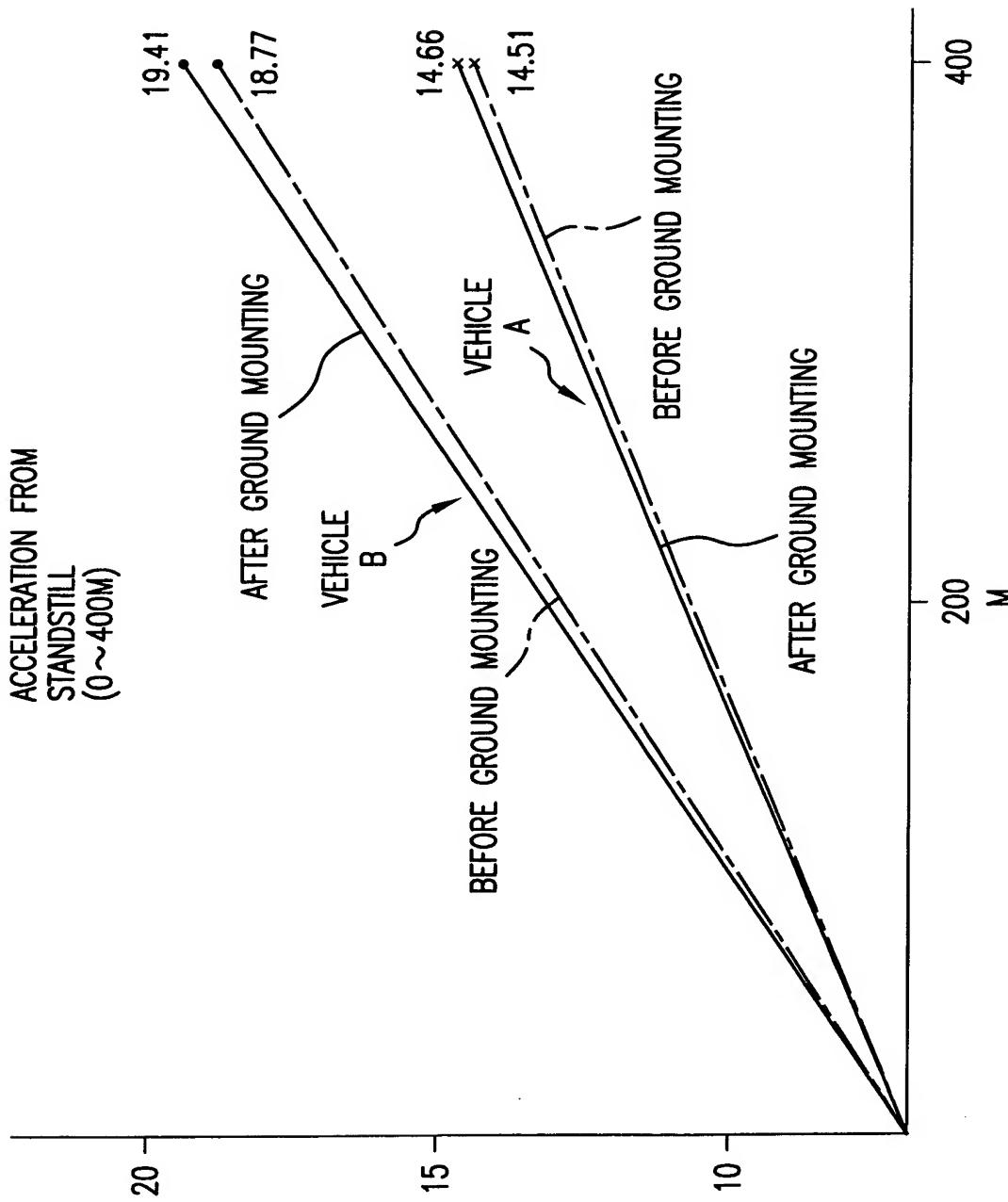


FIG.12

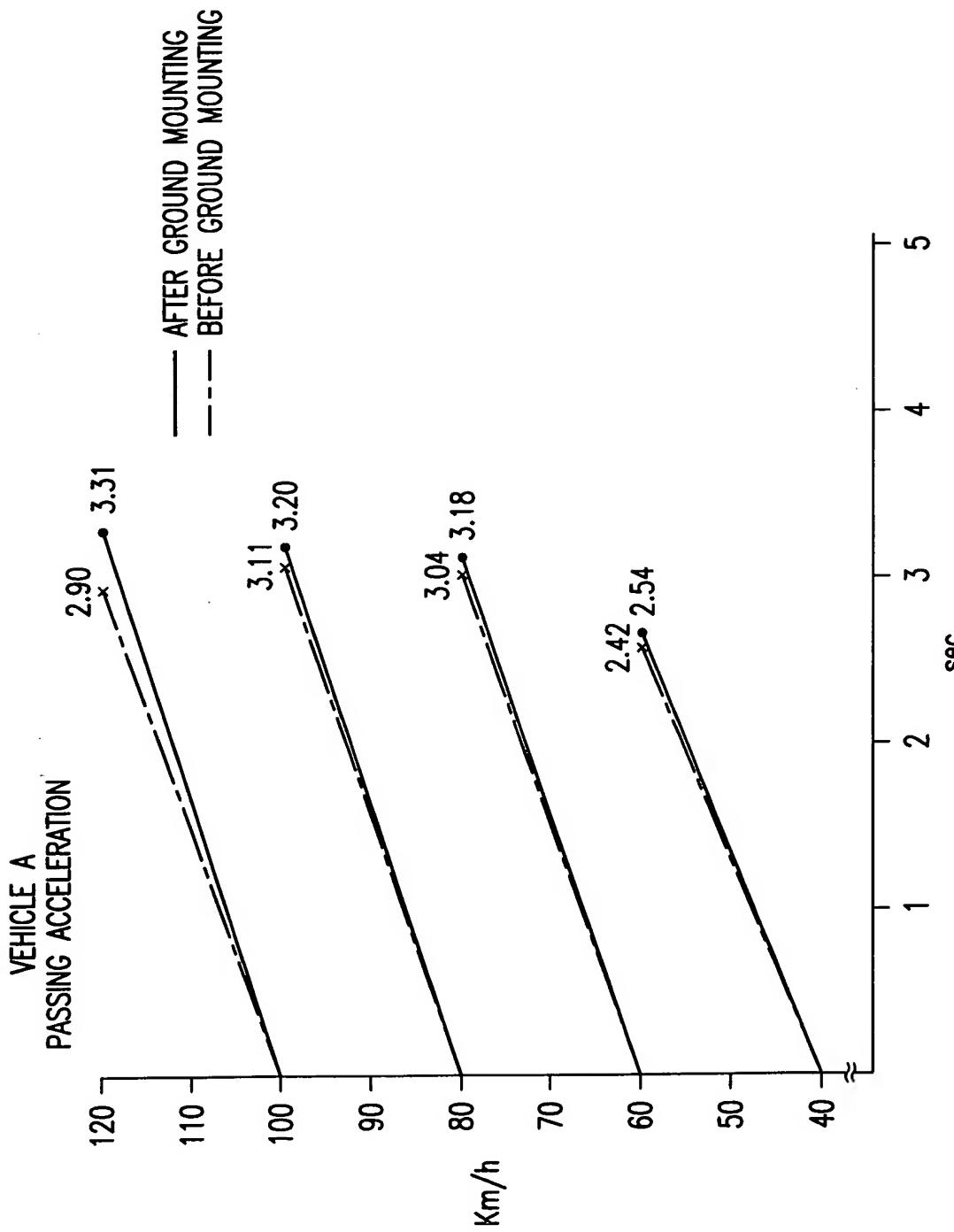
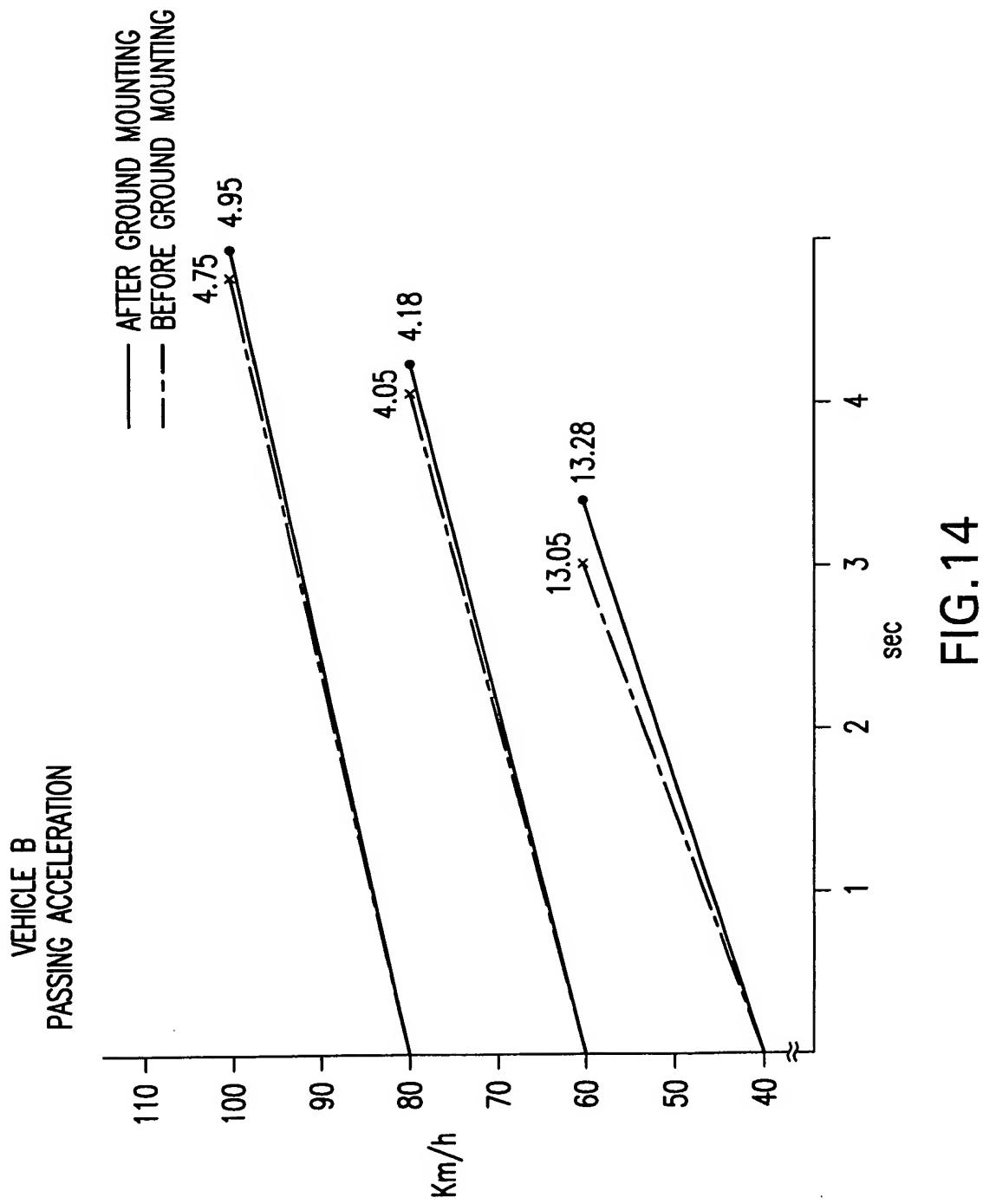
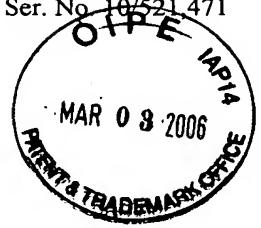


FIG. 13



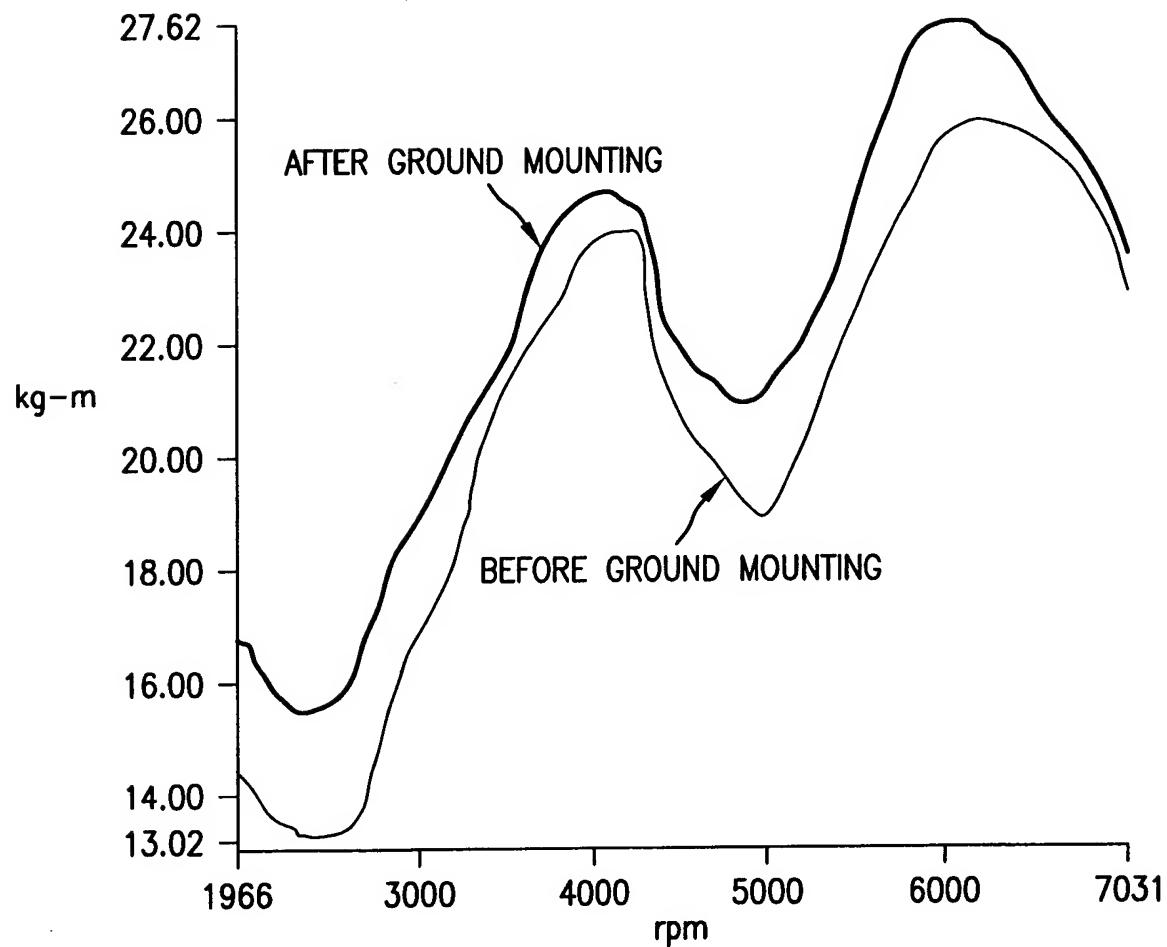


FIG. 15

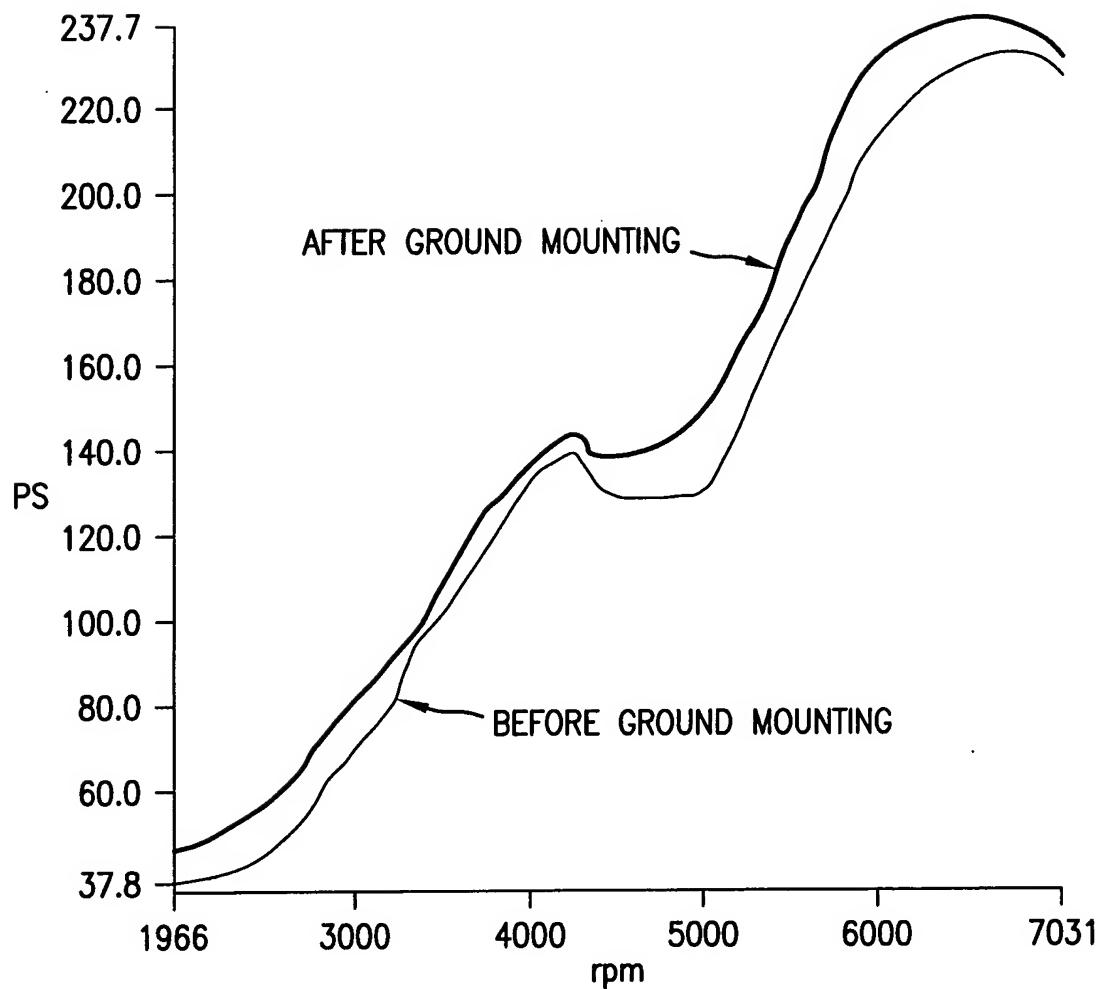


FIG. 16

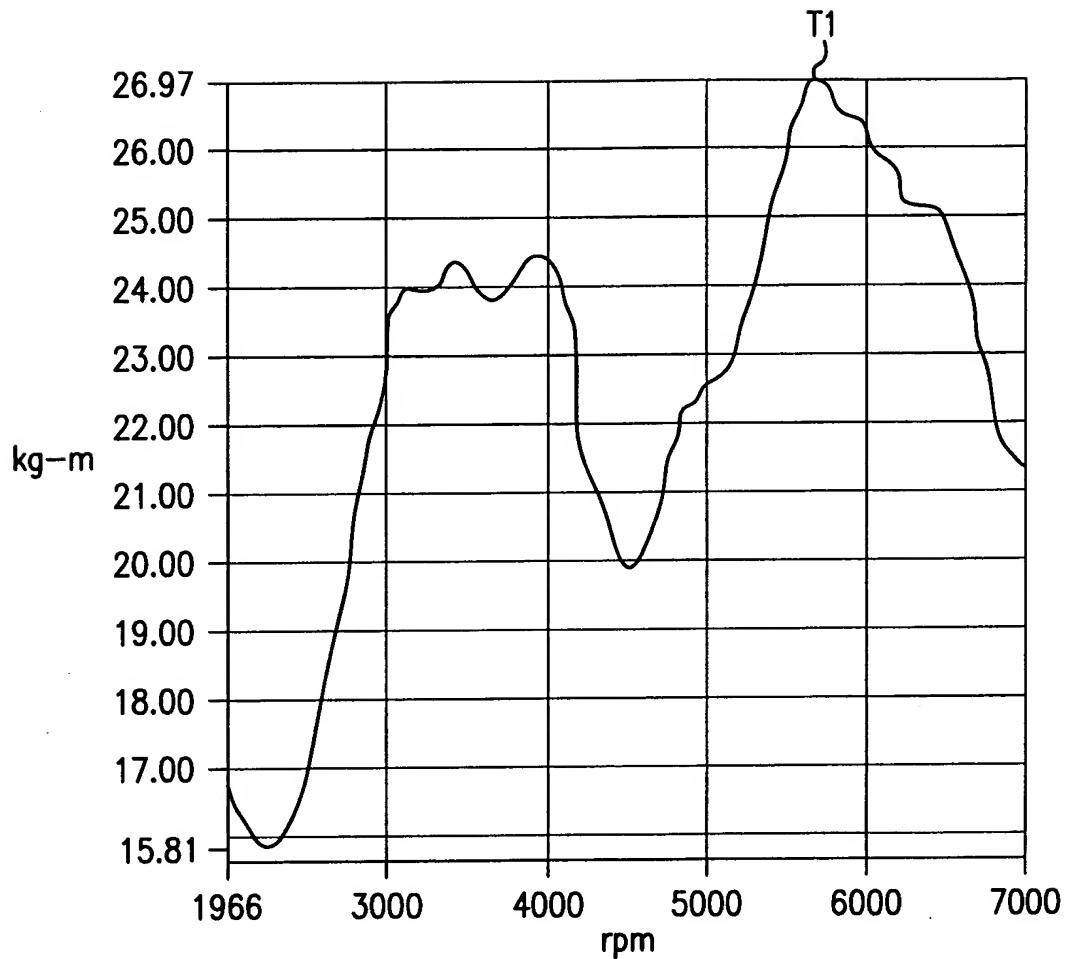


FIG. 17

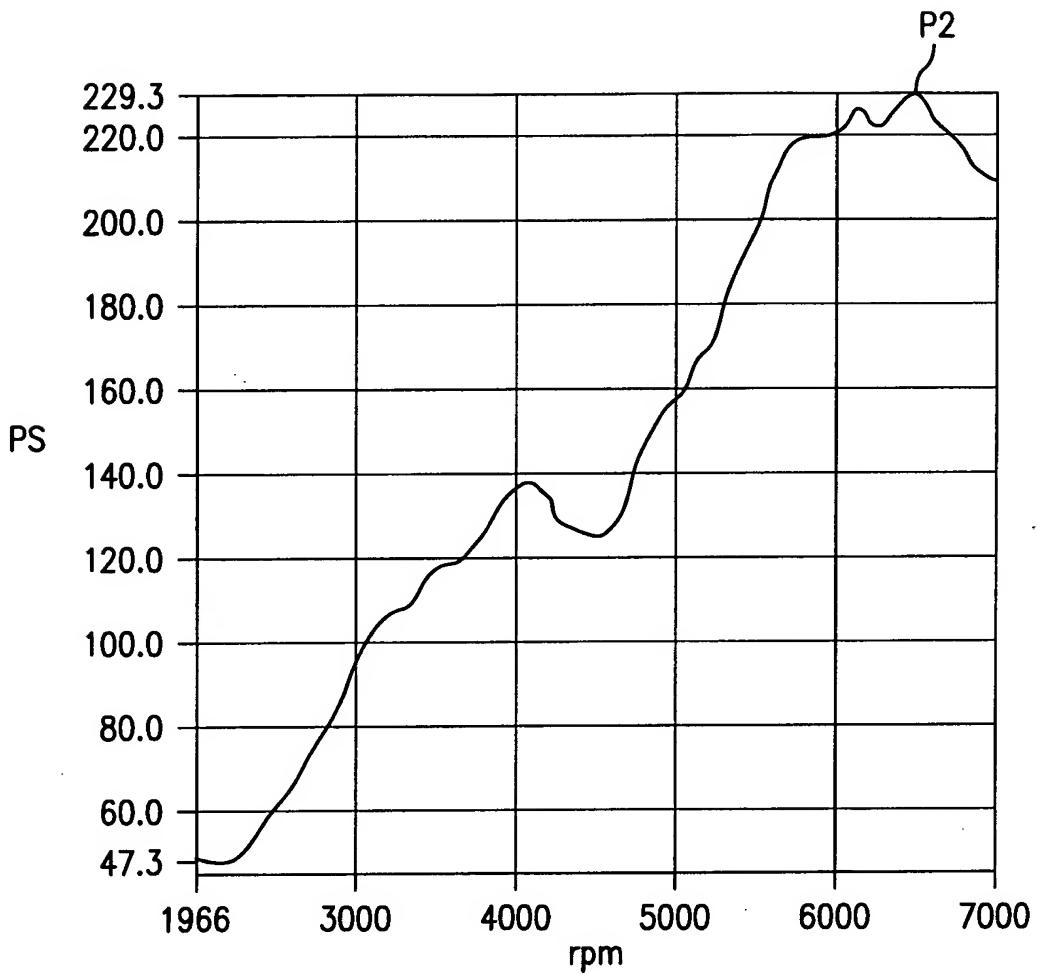


FIG. 18

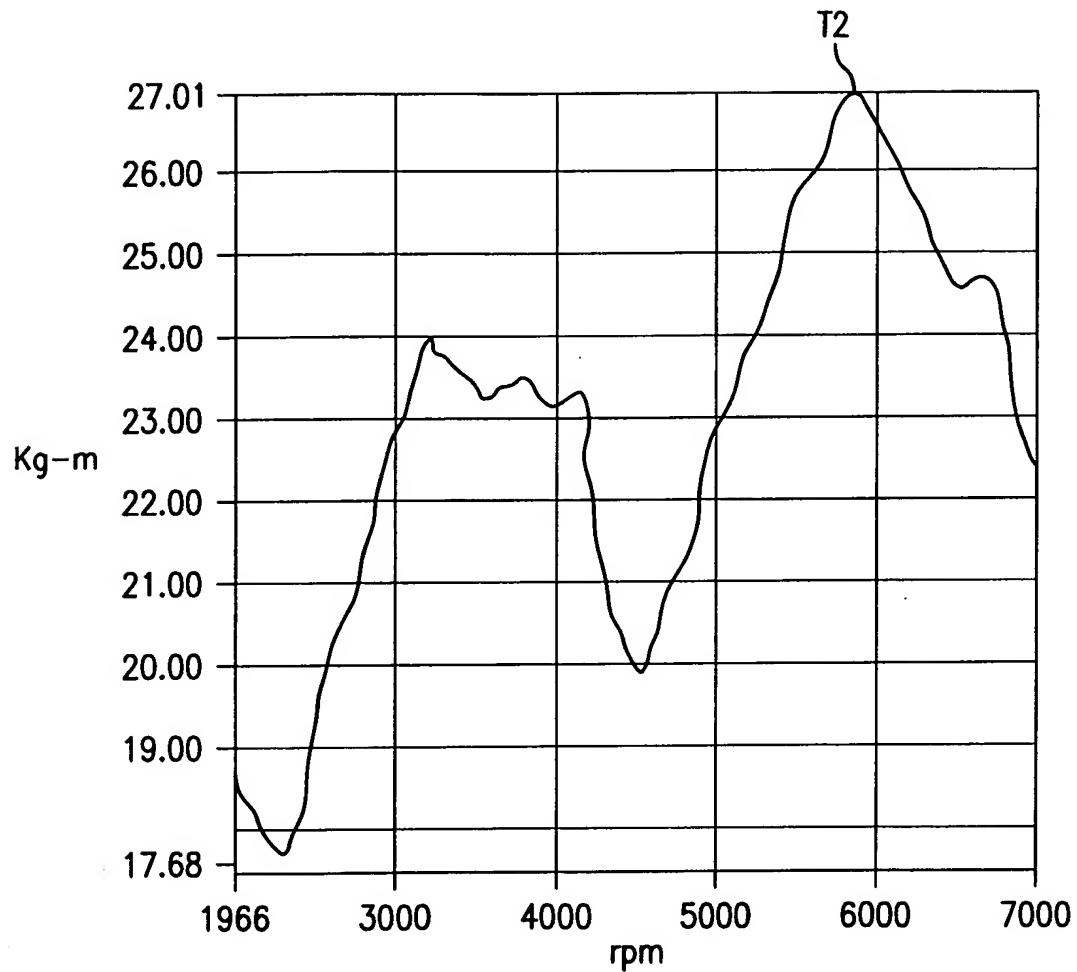


FIG. 19

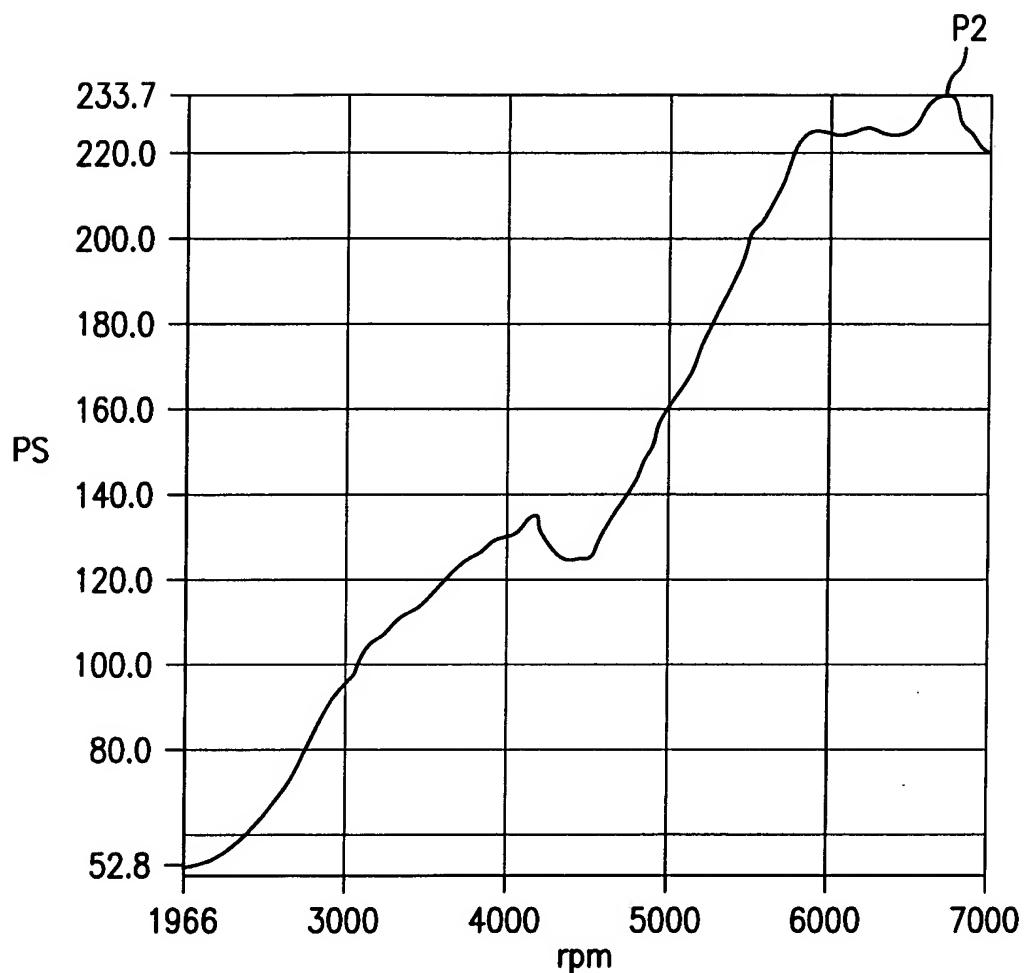


FIG.20

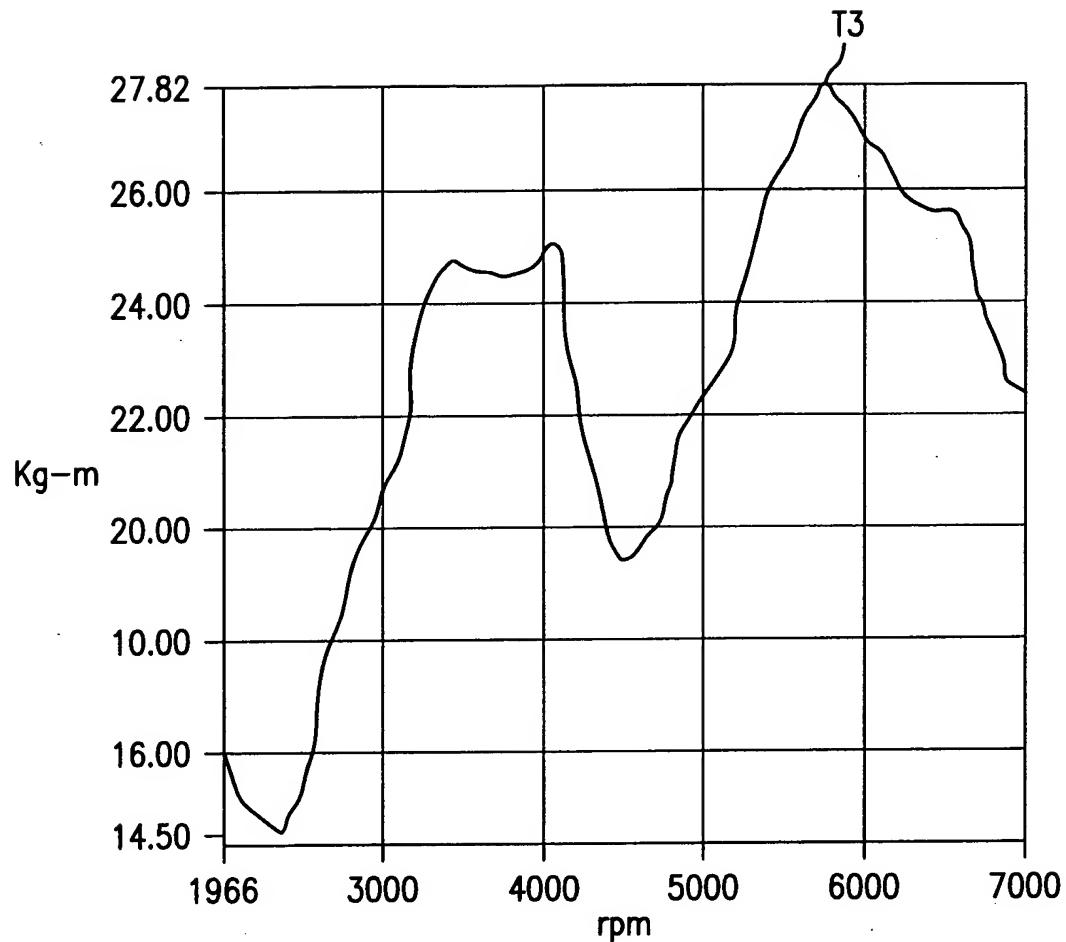
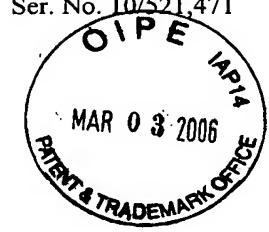


FIG. 21

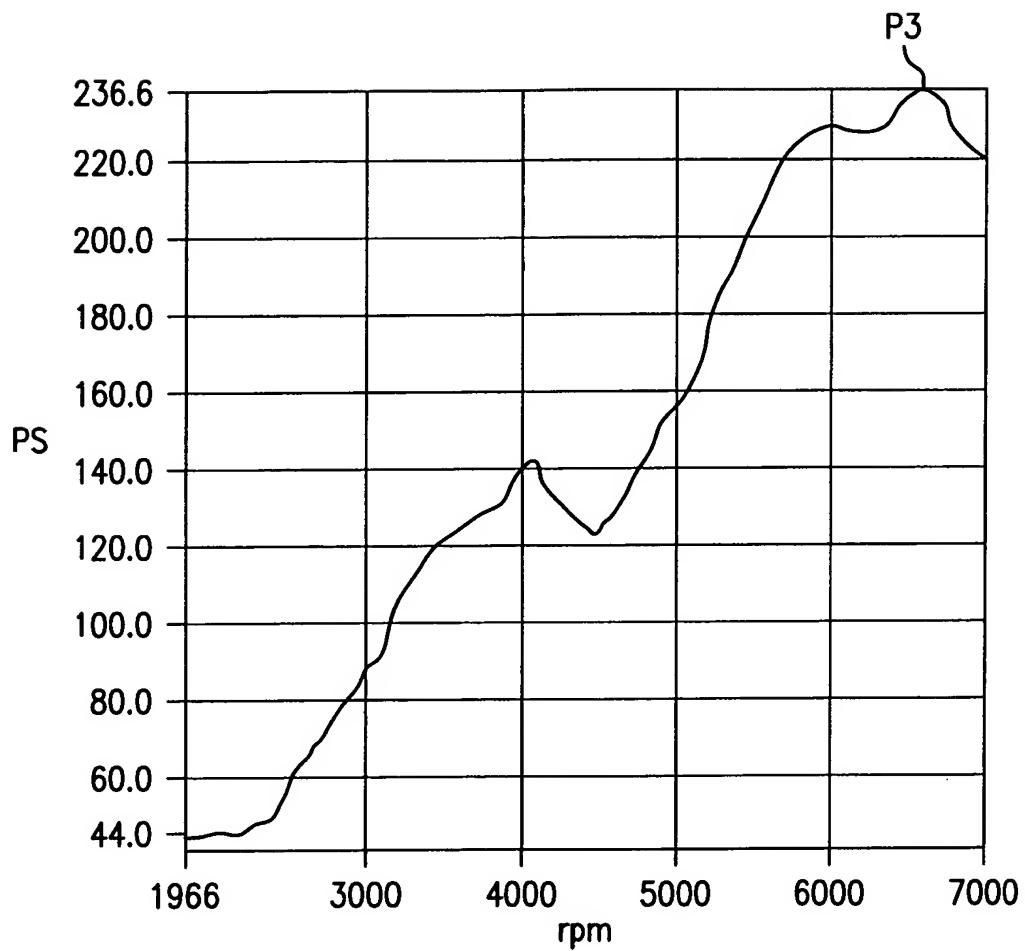


FIG.22



TEST RESULTS MEASUREMENT CONDITIONS	MAXIMUM TORQUE (kg-m)	MAXIMUM OUTPUT (PS)
GROUND SYSTEM IS NOT MOUNTED	$T_1 = 26.97$	$P_1 = 229.3$
GROUNDED SYSTEM IS MOUNTED	 THROTTLE BODY IS NOT GROUNDED  THROTTLE BODY IS MOUNTED	$T_2 = 27.01$ $P_2 = 233.7$  $T_3 = 27.82$ $P_3 = 236.6$

FIG.23